



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

July 15, 2011

Honorable Representative Thomas R. Tillis
Honorable Senator Philip Edward Berger
Co-Chairs, Joint Legislative Commission on Governmental Operations
North Carolina General Assembly
Legislative Building
16 West Jones Street
Raleigh, North Carolina 27601

Subject: Designation of US 64 for use by Trucks with Twin Trailers

Dear Gentlemen:

It is our recommendation to designate US 64 between US 15-501 in Chatham County and US 1 in Wake County as a twin trailer route. These additions to the North Carolina Truck Network were requested by Barnes Transportation Services, Inc. of Wilson. In accordance with designation procedures outlined in General Statute §20-115.1, we have completed the following requirements:

- A determination of public convenience and need (§20-115.1, g, 1)
- A traffic engineering study indicating the subject route can safely accommodate and has sufficient capacity to handle these vehicle combinations (§20-115.1, g, 2)
- The opportunity for a public hearing has been provided in each county through which the subject route passes (§20-115.1, g, 3)

Public hearings were held in both counties. No citizens attended the public hearing in Pittsboro requested by Chatham County, but the Chatham County Commissioners did provide some items for consideration prior to the meeting. One citizen attended the public hearing in Cary in Wake County, but several citizen comments were received prior to the meeting.

The concerns raised by the various comments for this route were related to the following: noise, safety, weight, stopping distance, pavement design, turning radius, and increased truck usage. The comments are addressed as follows:

Noise: Muffler systems and their alterations are covered by other general statutes and are not specific to this proposed designation.

Safety: This route is a Strategic Highway Corridor (SHC) and is designed to accommodate these vehicle combinations, and there are no safety issues.

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Weight: This proposed designation only considers vehicle type/trailer combination, and will not alter existing legal weight limits. There appears to be some confusion that twin trailers will carry considerably more weight than single unit trucks/trailers, but existing weight limits must still be obeyed.

Stopping Distance: This is related to weight.

Pavement Design: This is related to weight.

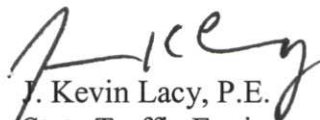
Turning Radius: Reticulated vehicles (vehicles with multiple components such as twin trailers) have better turning radii than longer, single unit vehicles, such as 48-foot trailers and 53-foot trailers, which are already allowed on the route.

Increased
Truck Usage: We expect a change in vehicle mix rather than an increase in overall trucks as some carriers will move towards using twin trailers while at the same time decreasing their use of single trailers.

There was also one comment that suggested that US 64 between NC 540 and US 1 be designated on a temporary basis. However, the designation of NC 540 and US 1 would allow reasonable access along this section of US 64 (because it is less than 6 miles), and twin trailers would be on the road anyway.

Please contact me at (919) 773-2800 if you have any questions or need additional details including the specific findings of our investigation.

Sincerely,


J. Kevin Lacy, P.E.
State Traffic Engineer

JKL/lna

cc: Eugene A. Conti, Jr., Secretary of Transportation
Terry R. Gibson, P.E., State Highway Administrator
Beau Memory, Legislative Liaison